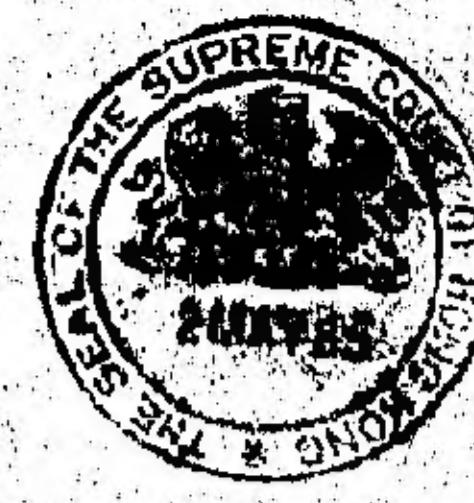


The China Mail

Established February, 1845.



VOL. XLI. No. 6787.

號九十月四年五十八八千一英

HONGKONG, WEDNESDAY, APRIL 29, 1885.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 39, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATCHELOR & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.
PARIS AND EUROPE:—AMERIA FRÉGÉ & CO., 39, Rue Lafayette, Paris.
NEW YORK:—ANDREW WINIFRED, 21, Wall Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, Melbourne, 1, St. Kilda Road.
SAN FRANCISCO:—American Posts generally.—BEAN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HEINSSEN & CO., Manila.
CHINA:—Macao, Messrs. A. DE MELLO & CO., Seaview, Quelch & CO., Amoy, WILSON, NICHOLAS & CO., Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000
Reserve Fund.....\$4,400,000
Reserve for Equalization of Dividends.....\$ 400,000
Reserve Liability or Provisions.....\$7,500,000

Court of Directors,
Chairman—Hon. F. D. SANSON.
Deputy Chairman—Mr. MCIVER, Esq.
D. B. BOTTOMLEY, Esq.
H. L. DALTRY, Esq.
H. P. KESWICK, Esq.
W. H. FORBES, Esq.
E. E. SANSON, Esq.

Chief Manager,
Hongkong, Thomas JACKSON, Esq.
Manager,
Shanghai, EWEN CAMERON, Esq.
London Bankers, London and County Bank

HONGKONG.

INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. for sum on the daily balance.

For Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. " "
" 12 " " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, February 28, 1885. 347

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,000 in any one year.

4.—Deposits may be on behalf of relatives, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten cent stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Post Office by means of small Hongkong Postage Stamps of any value.

8.—Interest at the rate of 3d per cent. per annum will be paid to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Cover containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked On Hongkong Savings' Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 26, 1884. 715

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW
By E. H. PARKER.

Can be obtained from KELLY & WALSH, Shanghai and Hongkong, at LANE, CRAWFORD & CO., Hongkong, and at the China Mail Office.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Acts 1862 to 1883.)

CAPITAL.....\$2,000,000
IN 200,000 SHARES OF £10 EACH.

REGISTERED OFFICE,
40 THREADNEEDLE STREET, LONDON.

BRANCHES:
IN INDIA, JAPAN, CHINA and the COLONIES.

LONDON BANKERS:
THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND, EDINBURGH, LONDON & BRANCHES.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3 1/2 per Annum.
" 0 " " 2 1/2 " "
" 12 " " 5 % " "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

Credits granted, Remittances, Exchanges, Loans, and every description of Banking Business transacted.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.
H. A. HERBERT,
Manager.
Hongkong, March 25, 1885. 522

Notices of Firms.

NOTICE.

We HAVE This Day OPENED a BRANCH of our Firm at this Port, and have authorized Mr. G. MACKRILL SMITH to sign our Name.

MARGESSON & CO.,
Canton, 1st April, 1885. 557

NOTICE.

I HAVE This Day ESTABLISHED myself in CANTON and MACAO, as TEA INSPECTOR and GENERAL COMMISSION MERCHANT under the Style and Title of E. W. MITCHELL & CO.

EDWARD W. MITCHELL,
Canton, 10th April, 1885. 646

Intimations.

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, Praya Central.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN OAKUM,
LIFE BUOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1882. 250

NOTICE.

'SULPHOLINE LOTION.'

A External Means of CURING SKIN DISEASES. There is scarcely any eruption but will yield to 'Sulpholine' in a few days, and commence to fade away, even if it seems past cure. Ordinary pimples, redness, blotches, scurf, roughness, vanish as by magic; while old, enduring skin disorders, that have plagued the sufferers for years, however deeply rooted they may be, 'Sulpholine' will successfully attack them. It destroys the animalcules which cause these unsightly, irritable painful afflictions, and always produces a clear, healthy, natural condition of the skin. 'Sulpholine' Lotion sold by most Chemists. Bottles, 2s. 9d. Made only by J. PRIFER & CO., London.

LIVER COMPLAINTS.

D. KING'S DANDELION & QUININE LIVER PILLS (without Mercury). THE BEST REMEDY FOR BILIOUSNESS, STOMACH DERANGEMENT, FLATULENT PAINS BETWEEN THE SHOULDERS, BAD APPETITE, INDIGESTION, ACIDITY, HEADACHE, HEARTBURN, and all other symptoms of disordered liver and dyspepsia. As known by many eminent surgeons to be the safest and mildest pills for every constitution.

In boxes, at 1s. 1d., 2s. 9d., and 4s. 6d. Sold by Chemists everywhere. Made only by J. PEPPER & CO., London.

PEPPER'S QUININE & IRON TONIC

ROUSES and develops the nervous energies, enriches the blood, promotes appetite, dispels languor and depression, fortifies the digestive organs. Is a specific remedy for neuralgia, indigestion, fevers, chest affections, and in wasting diseases, serofibrous tendencies, &c. The whole frame is greatly invigorated by Pepper's Tonic, the mental faculties brightened, and a return to robust health certain. Bottles, 32 doses, 4s. 6d. Sold by Chemists everywhere. Made only by J. PEPPER & CO., London.

TARAXACUM & PODOPHYLLIN.

THIS fluid combination, extracted from the medicinal root, is used instead of blue pill and calomel for cases of dyspepsia, biliousness, and all symptoms of congestion of the liver, which are generally pain beneath the shoulders, headache, drowsiness, no appetite, furred tongue, disagreeable taste in the morning, giddiness, disturbance of the stomach, and feeling of general depression. It is the safest medicine.

Taraxacum and Podophyllin is a fluid made only by J. PEPPER & CO., Bedford Laboratory, London, whose name is on every label. Bottles, 2s. 9d. Sold by all Chemists.

LOCKYER'S SULPHUR HAIR RESTORER.

WILL darken grey hair, and in a few days completely bring back the natural colour. The effect is superior to that produced by a direct dye, and does not injure the skin. Large bottles, 1s. 6d. Lockyer's is equal to the most expensive hair restorer.

LOCKYER'S SULPHUR HAIR RESTORE.

IS the best for restoring grey hair to its former colour. It produces a perfectly natural shade, and is quite harmless. Valuable for destroying soot and encouraging growth of new hair. Sold everywhere.

Business Hours from 6 a.m. to 1 p.m.

Hongkong, April 27, 1885. 697

NOTICE.

Killed and dressed by an experienced ENGLISH BUTCHER.

MR. JOHN KENNEDY will supply the Community with PRIME AUSTRALIAN MUTTON, price from 14 to 16 Cents per lb. at his Shop, No. 38, Central Market, Eastern Avenue.

Business Hours from 6 a.m. to 1 p.m.

Hongkong, April 27, 1885. 697

For Sale.

LANE, CRAWFORD & CO., HOSIERS and GENTLEMEN'S OUTFITTERS, Have Received their New Stock of

Summer Goods:

UNDERSHIRTS and PANTS in LINEN-THREAD, SILK, SILK NET, BALDWINIAN GAUZE, MERING, INDIA GAUZE, CHEAP IMITATION GAUZE, and other Cool MATERIALS.

HALF-HOSE in LINEN-THREAD, SILK, COTTON, SUMMER-MERING and CASHMERE.

SHIRTS ready-made, or to measure, in LONG CLOTH, FRENCH PRINT and ZEPHYR CLOTH.

HANDKERCHIEFS in FRENCH and IRISH CLOTHES, special!! New Coloured Cottons, COLLARS, The 'TANDEM', and other Fashionable Shapes.

ELASTIC and SILK BELTS, SADDLERS and 'GUYOT' BRACES.

BATHING DRAWERS and DRESSES.

LADIES' BATHING COSTUMES.

TENNIS HATS and SCARVES.

New WOVEN CHOLERA BELTS for LADIES.

" " " GENTLEMEN.

SCARVES and TIES in all the Newest Styles and SUMMER TEXTURES:—LINEN WASHING SCARFS, PRINTED WASHING TIES, SILK WASHING WINDBOSSES, and a Variety of New Shapes in made up CRAVATS.

STRAW HATS, FELT HATS, PITH HATS.

SUMMER GLOVES in Coloured SILK and WHITE THREAD.

ENGLISH and FRENCH SUMMER BOOTS and SHOES.

SPECIALTIES:—'GLACE MOLIER KID.' White CANVAS at \$2.50 per pair.

LANE, CRAWFORD & CO.

Hongkong, April 15, 1885. 630

W. POWELL & Co.

EX RECENT ARRIVALS.

Ladies' Department.

Children's Department.

Gentlemen's Department.

Boys' STRAW HATS.

PITH HATS.

FELT HATS.

BATHING DRAWERS.

TENNIS HATS.

BOOTS and SHOES.

WHITE HATS.

SHIRTS.

POCKET-TIES.

WHITE SHIRTS.

HOSES and SHOES.

INFANTS' WASHING HATS.

TRIMMED MILLINERY.

Brigg's TRANSFER PAPER, now

particular.

Ladies' SHOES, all sizes.

The China Mail.

Established February, 1845.

VOL. XLI. No. 6787.

號九月四日五十八年一千一英

HONGKONG, WEDNESDAY, APRIL 29, 1885.

日五十月三年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. Azam, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C., BATES HENDERSON & CO., 37, Walbrook, E.C., SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.
PARIS AND EUROPE.—AMADEU PI & CO., 36, Rue Lafayette, Paris.
NEW YORK.—ANDREW WIND, 21, York Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HIRSCHEN & CO., Mounts.
CHINA.—Macau, MESSRS. A. DE MELLO & CO., Seaburn, QUELCH & CO., AMARY, WILSON, NICHOLLS & CO., Foochow, HEIGH & CO., Shanghai, LANE, CRAWFORD & CO., LONDON, and KELLY & CO., and WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Act 1862 to 1883.)

CAPITAL.....\$2,000,000

IN 200,000 SHARES OF \$10 EACH.

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:

IN INDIA, JAPAN, CHINA and the Colonies.

LONDON BANKERS:
THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND, EDINBURGH, LONDON & BRANCHES.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per annum.

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THE CHINA MAIL.

[No. 6737.—APRIL 29, 1886.]

For Sale.

MACKENZIE, FRICKEL & Co.

HAVE MOVED INTO THEIR NEW PREMISES

VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
AND ARE SELLING

STORES and other RETAIL ARTICLES

S at the lowest possible prices.

FOR CASH,
and giving the benefits of the Co-operative Store system to the Public without the necessity of Membership. Detailed Prices will be furnished on application.

—

CROUSE & BLACKWELL'S

OIL M A N ' S . S T O R E S .

JOHN MORRISON & SONS, LIMITED.

O I L M A N ' S . S T O R E S .

J. T. MORRISON'S

O I L M A N ' S . S T O R E S .

MACONACHIE BROTHERS'

Lovesett's

O I L M A N ' S . S T O R E S .

AMERICAN OILMAN'S STORES.

WINES, &c.

CHATEAU-MARGUAUX.

CHATEAU LA TOUR, pints & quarts.

REBS GRAVES, " "

BREAKFAST CLARET, " "

SACONTE'S MANZANILLA & AMON-

TILLADO.

SACONTE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

COUVONNIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOARD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOLLEY, PLAT & CO.'S VERMOUTH.

JAMESON'S IRISH WHISKY.

MARSALA.

EASTERN AMERICAN CIDER.

CHARTREUSE.

MARASCHINO.

OURADAQ.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and

SIMONSEN, pints & quarts.

GUINNESS'S STOUT, bottled by E. &

J. BOYLE, pints and quarts.

DRAUGHT ALE and PORTER, by the

Gallon.

ALE and PORTER, in hogheads.

TO LET, from 1st MAY.

SHOPS and GODDOWNS, and STORE-
AGE, at No. 56 QUEEN'S ROAD EAST,
(opposite the Temperance Hall). Also,
BEDROOMS, SERVANTS and KITCHEN ACCOM-
MODATION.

Apply to

MACKENZIE, FRICKEL & Co.

Hongkong, April 4, 1885.

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hesperia*, Captain WAGNER, leaving and arriving from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before the 1st May.

Cargo remaining undelivered after the 5th May will be subject to rent.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, April 26, 1885.

To-day's Advertisements.

FURNITURE SALE

LANE, CRAWFORD & Co. will sell by Public Auction, at No. 11, Elgin Street,

T O - M O R R O W ,
the 30th Instant, at 2 o'clock p.m.—

T H E W H O L E O F T H E
E N G L I S H A N D C A N T O N M A D E

F U R N I T U R E ,

comprising—

V A L V E T - C O V E R E D C O U C H E S A N D C H A I N S ,

M A G L E T - T O P T A B L E S , C A R P E T S , C U R T A I N S ,

B R A S S B I R U S T A D E S W I T H S P R I N G M A T-

T R E S S E S , D R E S S I N G A N D W R I T I N G T A B L E S ,

W A R H O U S E S , G A L A S E R E S , S H A N G A I B A T H

T U B S ,

&c., &c., &c.

T H R I M S O F S A L E — As usual.

Catalogue will be issued.

L A N E , C R A W F O R D & C O . ,

A u c t o r i e s ,

Hongkong, April 29, 1885.

To-day's Advertisements.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON

A N D S I N G A P O R E ,

The Co.'s Steamship

Celebes, Capt. De Haan, will be despatched as above on

FRIDAY, the 1st May, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,

A g e n t s ,

Hongkong, April 29, 1885.

706

NOT RESPONSIBLE FOR DEBTS.

Wether the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Goodwill, American barque, Capt. Wm. R. Hagon—Adamsen, Bell & Co.

The Yacht, British ship, Capt. W. R. Farmworth—Mulchera & Co.

Jno. M. Clark, American barque, Capt. J. T. Conant—H. J. H. Tripp.

Madras, Brit. steamer, Capt. H. Plomp—Siemens & Co.

Mackay, British barque, Captain A. MacPherson—Archbold, Karberg & Co.

Madura, British barque, Captain Thos. Stanton—captain.

New City, British ship, Captain J. C. Bray—Molchers & Co.

Resipello, American ship, Capt. Holmes—Russell & Co.

Trieste, British ship, Capt. Colin Fraser—Messengers Maritime.

Wildwood, American barque, Capt. C. A. Sawyer—Russell & Co.

SHIPPING.

ARRIVALS.

April 29, 1885.—

Starmore, British steamer, 1,333. White

Douglas Lapraik & Co., General Manager.

Hongkong, April 29, 1885.

708

FOR AMOY AND TAMSUL

The Co.'s Steamship

Hailong, Capt. Godward, will be despatched for the above Port TO-MORROW, the 30th Instant, at 3 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.,

A g e n t s ,

Hongkong, April 24, 1885.

681

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Lord of the Isles*, Captain FELSTEYNE, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, to be immediately delivered of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded unless notice to the contrary be given on to JAPAN, unless notice to the contrary be given before Noon To-morrow, the 24th instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd May next, or they will not be recognised.

Per Freight or Passage, apply to

YUEN FAT HONG,

A g e n t s ,

Hongkong, April 29, 1885.

707

FOR SHANGHAI

The Co.'s Steamship

Amoy, Captain E. G. EVILLE, will be despatched for the above Port on FRIDAY, the 1st May, at 4 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

G e n e r a l M a n a g e r e s ,

Hongkong, April 29, 1885.

709

FOR BANGKOK (DIRECT)

The SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Steamship *Lord of the Isles*, Captain FELSTEYNE, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, to be immediately delivered of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded unless notice to the contrary be given on to JAPAN, unless notice to the contrary be given before Noon To-morrow, the 24th instant.

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Per Freight or Passage, apply to

YUEN FAT HONG,

A g e n t s ,

Hongkong, April 29, 1885.

707

THE CHINA MAIL.

ACCORDING to the Shanghai Courier of the 22nd instant, the Chinese gunboat *Ling-feng*, which arrived here from the North last Saturday and left for Canton on Monday, was, after leaving Shanghai, to call at Taiwan, where she was to pick up a Mandarin, who would take passage in the *Ling-feng* to Keelung. At Keelung negotiations were to be opened between Admiral Lees, the Mandarin, Captain Farrow, and one of the Customs officials, for the release of the *Felucco*. The *Ling-feng* was then to be engaged as a tender to the lighthouses on the Southern Coast. We have not heard whether or not the *Ling-feng* has been released, but there is no word of the *Felucco* having been released.

THE mortal remains of the late Sir Harry Parkes, British Minister to the Court of Peking, arrived here on their way to their final resting place at Home by the S.S. Anchises, which arrived from Shanghai last evening.

The last honours were paid to the remains of the lamented representative of Great Britain to-day by a funeral salute of minute guns being fired at noon from the battery at North Barracks, and this afternoon the Volunteer Artillery fired a salute of 15 minute guns. Parade at head-quarters was called for 5.10 p.m., and shortly afterwards three of the 7-pounder guns were manned and the detachment, under the command of Major Tripp, Capt. Francis and Lieut. Holmes, marched down to the Praya and took up a position behind the Cricket Pavilion. At about 5.30 the salute was commenced, the three guns firing in turn, each five charges of blank cartridge. The detachment then returned to headquarters.

The telegram received to-day from London approaches as closely to a declaration of war as it well can. Onlookers who are not behind the scenes, can expect little else but the final and terrible arbitrament of war. As Mr Gladstone has already

conceded so much to Russia, even to allowing the ultimatum of withdrawal to lapse pending further explanations, the English Government cannot be expected again to give way. That is now a duty which devolves upon Russia in return for previous concessions made by England. It

should be noted that the vote for eleven millions sterling was passed without a division or even discussion. This means that the opinion we have already expressed is absolutely correct, viz., that the English people are entirely with the Government in resisting any further encroachments by Russia on the Afghan frontier. That opinion is strengthened by the general approval of the English press. The firmness of Mr Gladstone, in the decision to see right done to the Afghans, is the firmness of the country. The absence of a discussion on the vote clearly shows that all parties have been united on this point; and although no war of any kind can ever be said with truth to be a 'popular war' in England, a war with Russia would now prove to be a war entered upon with all the quiet determination of which the people of England are capable. The statement that war is considered in St Petersburg to be inevitable, may or may not be a truthful representation of the position. When the Russians find that England is thoroughly roused, and that the days of palavering have passed, they may think themselves. That is, as we have before stated, the only hope of a peaceful settlement of the dispute, and it must be admitted that it appears to have become more slender than ever.

A fire, which was fortunately extinguished before any very serious damage was sustained by the vessel, occurred this morning on board the S.S. *Mervinethal*. This steamer has recently been chartered by the Naval authorities and was lying alongside the Naval Coal Sheds at Tain-ta-ko, taking in a cargo of coal for the squadron up north. About 9 a.m., it was discovered that the coals in the main hold were on fire, probably from spontaneous combustion. No flames broke out, but a considerable amount of heat and smoke were generated. Very shortly after the discovery of the fire assistance was obtained. The marine steam engine, the *Fire-trotter*, got up steam and proceeded alongside, with some five or six members of the Government Fire Brigade under the acting Assistant Engineer, Mr East. A small manual engine from the Station at Tain-ta-ko took up a position on the wharf, and hoses were also laid on to a donkey engine on board the steamer, and a party of about fifty blue-jackets were sent to render assistance from H.M. ships in harbour. In a very short time the several hoses were laid, and a copious supply of water was poured into the hold, a strong party of men working at the same time in removing part of the coal. By about 11.30 all danger was over, the hold being by that time several feet deep with the water pumped in. A considerable quantity of coal was destroyed, but the only damage apparently done to the ship was the charring of the wood ceiling on either side of the main hold.

During the morning Assistant Superintendent Horwood paid a visit to the vessel, and when he left, about 11.30, the fire was nearly extinguished, but it was considered advisable to continue pumping water into the hold to prevent any fresh outbreak of combustion among the coals.

INSPECTION OF THE POLICE FORCE
BY THE GOVERNOR.

This afternoon H. E. the Governor made an inspection of all the members of the Police Force who were not on duty in the compound at the Central Station. At about half past four the men began to collect in the compound, and at a quarter to five o'clock fell in, under the command of the Captain Superintendent (Mr W. M. Dean), the European section forming up on the right, the Indians coming next, and the Chinese forming up across the compound, from North to South at the inner or Western end, while the small body of troopers, numbering 10, was drawn up the Eastern end. The force marshalled was comprised of 50 Europeans, including 5 sergeants, 126 Indians, 31 Chinese harbour luksungs and 78 town luksungs. And the officers present were: Captain Dampier, adjutant, Chief Inspector Horwood, Inspectors Grey, Rivers, Corcoran, Swanston, Lindsay and Bradlock, Quicay and Sergeant Robertson. All the men were dressed in winter clothing, and when formed up presented a strikingly fine appearance. Great attention was paid to the dressing and singing, and the manner in which the men went through the few evolutions which were performed showed that they have profited greatly by the course of instruction which they have received from Captain Dempster, the adjutant of the force. The appearance of the European section was particularly good, all the men being muscular-looking, well formed and active in their movements. They appear in every way capable of giving a good account of themselves should they ever be called upon to act in a body either in performing Police or Military service. About twenty minutes to six, H. E. the Governor, accompanied by H. E. Major General Cameron, Commodore Morant, and Captain Lewis (*vide de camp* to the Governor), entered the compound, being saluted by the whole force as he did so. Lieutenant Somerville (*vide de camp* to the General) and Major Cochrane, were also present. H.E. and those who accompanied him passed along the front rank, casually inspecting the men as they passed along. This having been done, the European Police were moved round by the left, three sides of a square, being thus formed. His Excellency then said:—Captain Superintendent, officers, non-commissioned officers and men of the Police force of Hongkong, this is my third annual inspection of this force. I am very glad, indeed, to be able once more to congratulate you on your good conduct and general efficiency. You see I come here accompanied by my gallant friend General Cameron and Commodore Morant, who are also present. H.E. and those who accompanied him

sailors to the *Archies*. The casket in which the body is enclosed is of teak highly polished, with bright brass mounts and fittings. On the collar plate is a plate of silver with this inscription: 'Sir Harry Smith Parker, K.C.B., born 24th February, 1828. Died at Peking, 22nd March, 1885.'

The Mercury of the 22nd instant says:—We regret to have to record the death of Mr. R. H. S. Woodward, one of the oldest residents in China. The sad event occurred at Kiukiang on the 20th instant. He deceased arrived here in 1859, and joined the firm of Messrs. Smith, Kennedy & Co. Since he left that firm he occupied various positions, but never once left the Far East. Until lately he was a Commission Merchant in Hankow, Wu-hu and Ichang, but he left the former a short time since for Kiukiang to look after M.ars Russell and Co.'s interests in that port. He was well known and much respected at this and the river ports.

THE Daily News writes:—The relatives and friends of Colonel Burnaby have naturally been deeply grieved by a statement transmitted to various English papers by a special correspondent with General Buller's column. The allegation put forward is that it was Colonel Burnaby who broke the square at Abu Klea, calling upon the *Heavies* to advance. Colonel Burnaby's comrades in the Guards have received from eye-witnesses a statement of the facts which dispose of a base rumour the publication of which is to be regretted. The facts are, that seeing the section of the square which bore the brunt of the first attack wavering, Burnaby, accompanied by Garnier, Lord St. Vincent and other officers, rushed to the front, in the effort to rally the men, and finally succeeded, though at the expense of their own lives. There was no word of command from Colonel Burnaby or other officer calling on the *Heavies* to advance.

A Courier reporter has interviewed an eminent naval authority at present in Shanghai, as to the probable action of the British in this part of the world, in case war is declared. His opinion is that Vladivostock will be the first objective point. The Naval authorities and was lying alongside the Naval Coal Sheds at Tain-ta-ko, taking in a cargo of coal for the squadron up north. About 9 a.m., it was discovered that the coals in the main hold were on fire, probably from spontaneous combustion. No flames broke out, but a considerable amount of heat and smoke were generated. Very shortly after the discovery of the fire assistance was obtained. The marine steam engine, the *Fire-trotter*, got up steam and proceeded alongside, with some five or six members of the Government Fire Brigade under the acting Assistant Engineer, Mr East. A small manual engine from the Station at Tain-ta-ko took up a position on the wharf, and hoses were also laid on to a donkey engine on board the steamer, and a party of about fifty blue-jackets were sent to render assistance from H.M. ships in harbour. In a very short time the several hoses were laid, and a copious supply of water was poured into the hold, a strong party of men working at the same time in removing part of the coal. By about 11.30 all danger was over, the hold being by that time several feet deep with the water pumped in. A considerable quantity of coal was destroyed, but the only damage apparently done to the ship was the charring of the wood ceiling on either side of the main hold.

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A CORRESPONDENT sends the Courier the following:—*Dulce est decorum pro patria mori,* so said the unfortunate captain of the junk who reported to the Taotai General at Foo-chow that he had passed three French vessels standing in to the mouth of the Min. This was of such a startling nature that it was deemed necessary to awake the soldiers at the White and other forts and to send a lookout to the summit of Sharp Peak. All that night and the next day the soldiers stood at their loaded guns ready to run them out at a moment's notice. As time wore on, the General waxed more wrath and wailed at the downing of the second day he again interviewed the bearer of the news. An old poor fellow had not a stock of Frenchmen in his pocket to satisfy the crew of the warrior he considered himself aggrieved, and ordered the offender and for execution in the morning. The relations of the prisoner heard of his condemnation and immediately went to him to urge the General to get a reprieve; this was granted after much trouble, but arrived at Sharp Peak just five minutes too late. This little episode is a double recommendation; it is in the first place true, and in the second it points a moral that patriotism don't pay in China.

A SECRET DECREE.

Has been issued to the Viceroy and military authorities along the coast, ordering them not to take away the river obstructions of the different ports until the French vessels of war have retired.

THE NEGOTIATIONS WITH FRANCE.

Peking, 22nd April.

Hai Chen and Teung Ch'eng-hui, members of the Tsung-li Yamen, have been Imperially appointed Ministers Plenipotentiary to proceed to Tien-tsin and assist Li Chung-fang in his negotiations with the French Minister.—N.C.D. News.

Marine Court.

(Before Captain Ramsay, R.N., Acting Harbour Master.)

Wednesday, April 29.

A LIVELY SUITE.

This morning His Worship enquired into a number of charges brought by members of the crew of the British ship *Hindostan*, of which Captain Minchin is the master, and which arrived here from Hamburg on the 16th instant.

In the first case Captain Minchin charged Charles Wilson, acting boatswain, with abandoning himself from the ship without leave of absence. The charge was proved, and the boatswain was sentenced to seven days' hard labour, of to be imprisoned until the ship went if it should leave before the seven days expired.

John Casey, able seaman, then charged the Captain with having used threatening language towards him several times while the ship was at sea. This case was dismissed, His Worship finding the charge not proved.

John Claser, boy, next charged the Captain with having assumed the charge of the ship on the high seas. The witness called for the prosecution contradicted each other. The Captain denied the charge. He said he had been a master for 17 years, and had never lifted his hand to boy or man in his career, and he was going to begin now. On the contrary, he had been most kind to complainants. He had given them everything he had, and had taken particular care of him, and now this was the way he showed his gratitude. It was all due to Casey.

His Worship said he was convinced this was a trumped up charge, and he therefore dismissed the case.

Chun Hing, a coolie, was charged with others not in custody, with obtaining by threats or promises, from a coolie named Li Kien-Tse, a jacket and pair of trousers, worth \$2.20 on the 28th inst.

Complainant's statement was to the effect that he was on the *Praya* West yesterday morning when he met the defendant and another man. The latter picked up the ring produced and proposed to dispose of it and divide the proceeds between the three of them. They all went as far as the Pof-folam Road, when defendant told complainant to go and pawn the ring, leaving his jacket and a pair of trousers with him as security. Complainant started to pawn the ring, but upon examining it discovered that it was not as was stated by defendant. He went back to look for the defendant, but he had disappeared with the jacket and trousers. Defendant was afterwards found in a house in Third Street with complainant's jacket upon him.

Chun Hing, R.C. 199, was on duty in High Street at 1.15 p.m., and saw the defendant running from Pek-fok-lam Road to High Street. He had the jacket produced upon him at the time. Witness knew defendant, having arrested him before. He watched where he went and tracked him to his house in Third Street, where he afterwards took the complainant, who identified the defendant as the man who had run off with his jacket and trousers.

Three previous convictions were proved against the defendant, and he was committed for trial at the Supreme Court.

Charge was also brought against David Flack, the chief mate of the *H. destan*, of a summons taken out by Leong Ming Ting, a man in the employ of Meesa Wotton and Deacon, charging him with using abusive language towards John Casey, Edward Mar, William Sanders, John Swanson, John Claser, John Nolus, and William Piper, at different times, and on separate occasions, while the vessel was on the high seas.

His Worship only enquired into three of the charges.

Edward Max, ordinary seaman, said on the 1st March, he took an oilskin suit to Swanson, who was standing at the wheel. The chief mate was assisting Swanson, and when complainant went aft, he struck witness a blow on the chest and knocked him down on the deck. The mate did not know what the mate did this for. The ship had been struck by a gull at the time.

The summons was dismissed, but one of Edward Max's witnesses, John Sun Shin, having while giving his evidence made use of the expression 'foreign devil,' was fined \$2 by His Worship.

William Sanders, ab'man, accused the mate of having on one occasion, when it was blowing a gale and he was on one of the royal yards, shaken the yard by loosening the braces and placed his left in danger on another occasion, when he had a sore hand and had therefore been placed on watch on the forecastle, the mate came up to him, called him a lazy hooligan, ordered him aloft and then took him by the cuff of the neck and 'slung' him against the rail of the ship.

The mate admitted that he slackened the braces, from a ship of the memory, but the moment he recalcitrated the men were on watch, he immediately refixed them. He did not remember the other occasion, and had never heard of it before.

John Swanson, ordinary seaman, accused the mate of having, at four o'clock on the morning of the 12th February, while he was engaged hauling tight the starboard braces of the top-sail, struck him, knocked him down and knocked his head against the bulwarks several times. The mate did this because the brace was not pulled tight.

William Piper corroborated Swanson's statement. The mate said Swanson, who was declared to be a scoundrel, had hit him with a stick on the 1st March, he took an oilskin suit to Swanson, who was standing at the wheel. The chief mate was assisting Swanson, and when complainant went aft, he struck witness a blow on the chest and knocked him down on the deck. All hands saw this, and they heard Captain, who was attacked by complainant's mate, tell the mate he did not want any 'humbugging' with his crew. On the 13th March, when he was on the main mast, having tight the lower top-sail sheets, the mate caused and told him to make a different kind of knot from that which he had, he thought the knot would not hold, the mate again hit him by the chest, and told him to stop swearing, and go on with his work.

William Piper said the day before Christmas, the mate accused him of smoking in the forecastle, and then knocked him down, kicked him in the belly, and split his head open with a broom. On the 13th Feb., the mate again kicked him several times in the belly and on the arms, while he was in the rigging, and after wards, when he was on deck, seized him by the hair and knocked his head against the bulwarks. All hands saw this, and they heard Captain, who was attacked by complainant's mate, tell the mate he did not want any 'humbugging' with his crew. On the 13th March, when he was on the main mast, having tight the lower top-sail sheets, the mate caused and told him to make a different kind of knot from that which he had, he thought the knot would not hold, the mate again hit him by the chest, and told him to stop swearing, and go on with his work.

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open the port sharp or unless, the Chinese agree to come to terms.

Donn & Co.

Ningpo.

April 22nd. Admiral Lampe and Admiral Ngoo-yang have been carrying on a correspondence at Chinchin. It is by the former desiring to communicate with the latter. Then he proposed to pay Ngoo-yang a visit, which was declined. Then Ngoo-yang asked permission for the three cruisers to leave the port for Shanghai, which was refused.—N.C.D. News.

Hangchow.

April 21st. Dr Cunningham tells us that attempts to prove that the troops conveyed cholera when travelling in a southerly direction, and in the Upper Provinces is all the more noteworthy because the great drainage-channel into which much of the cholera matter must eventually find its way, runs in the reverse direction of the epidemic. Railways have now placed the whole country within a few days of the endemic area, but the frequency of epidemics have by no means increased, nor is their movement more rapid, whilst their direction is wholly untraced. Amongst the few places known, the hill station of Mussoorie is cited, which, although within seven miles of the plains, and drawing all its supplies thence, has suffered less over a long series of years than most towns in Europe.

Dr Cunningham tells us that all attempts to prove that cholera from places in India have failed, and so satisfied has the Government become of the futility of quarantine, that it has been altogether prohibited. All experience in India, however, goes to show that 'to impose quarantine or cordons in order to keep out cholera is a proceeding no more logical or reasonable than it would be to post a line of sentries to stop the monsoon.' As regards troops and prisoners, the procedure adopted is that when a single case of the disease occurs removal from the affected room or building is compulsory. If a third occurs among any body of troops then they are immediately removed into camp. Such removal has proved successful even when the party involved have carried their sick to the new place, and have drawn their supplies, including their water-supply, from the affected place which they had left. Nor need any body of troops be detained that the removal of bodies of men, even when suffering from cholera, will prove a source of danger to the community to whose neighbourhood they have gone. Among the many moves made in this country there is no instance of this kind on record.

Passing on to the chapter which deals with cholera out of India, it is mentioned that reference is made to the disease in the old writings of China and Japan, and that there can be no doubt that cholera occurred both in Europe and America long before the great Bengal epidemic of 1817. With regard to the conveyance of cholera from India by means of ships, it is maintained that ships sailing from that country suffer very little from the disease, and that outbreaks even in ships sailing from Calcutta are very rare. The evidence which has been adduced in support of the disease having thus been promulgated from India is examined, and the conclusion arrived at is that 'if ships from India were to carry cholera out of India, there would be no difficulty in producing, notwithstanding two or doubtful instances, in which the evidence breaks down at ones examination, but hundreds of instances in which the evidence is clear, complete, and unequivocal.'

The visits of cholera to Europe and America during the last fifty years are divided into three periods, viz., 1

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4.15 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.25 " 5.40 "

5.25 " 5.40 " 5.55 " 6.10 "

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THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Thirteenth Volume. The Review discusses those topics which are important in the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes on original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Science, and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new feature has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be more popular generally.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give articles embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, *China Review*," care of *China Mail* Office.

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F. E. FOSTER,
Agent.

Hongkong, April 18, 1885. 656

THE OVERLAND CHINA MAIL,

A SUBSTANTIALLY RELIABLE REVIEW WHICH ALL STUDENTS OF CHINA AND THE CHINESE WOULD DO WELL TO PATRONIZE.—*Chrysanthemum*.The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting.

The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that necessarily must be of great importance in the eyes of all missionaries.

Mr. E. H. Parker's "Short Journeys in Szechuan" are continued, and a goodly instalment of those travels in the interior of China is given.

Mr. F. H. Bullock contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history.

A few short notices of New Books and a number of Notes and Queries, one of which is very interesting.—*North-China Herald*.The *China Review* for September/Octobercontains the following notes of the *China Review*:The present publication, judging by the number now before us, is intended to continue the series, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Cadetate Review*.The great degree of attention that has been bestowed by late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs corps, and the missionary body, among whom a high degree of Chinese scholarship is now abundantly cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors.Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese statesman, one of the greatest in history, will be a useful feature of the *Review*, if carried out with punctuality and detail.We are glad to notice that "Notes" and "Querries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship VENETIA, Captain A. B. DANIEL, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 7th May, at 4 p.m.

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